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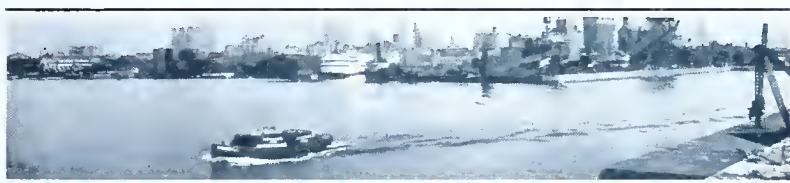
IN TOBY VALLEY, NEAR BROCKWAY

Motoring Through Nature's Gallery

✓ On the
BUFFALO-PITTSBURGH HIGHWAY
An All-Paved Route
Connecting Two Great Steel Producing Cities

PUBLISHED BY THE BUFFALO-PITTSBURGH HIGHWAY ASSOCIATION





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*Text and Design by American Highway Educational Bureau, Washington, D. C.
Photography by Healy Studio, Bradford, Pa.*





PEACE—SCENE ON THE B-P HIGHWAY ALONG ALLEGHENY RIVER NEAR SALAMANCA, N. Y.



SALAMANCA, NEW YORK

Bound South from Buffalo

AS every map-reading motorist knows, Pittsburgh is located south of Buffalo. But what many motorists do not know is that these two great cities of steel are now connected by an all-paved highway, practically every mile of which is concrete, and that one may motor along the Great Lakes as far east as Buffalo, and there turn south over the crest of the upper Alleghenies and down through Western Pennsylvania, thus making a scenic short cut to Pittsburgh and points below in the Virginias, Carolinas, Eastern Tennessee and Georgia.

There is an economic reason for this road. But that is a story in itself, and will be told later. The aim here is first to call the attention of Motoring America to the fact that another section in Nature's gallery has been thrown open to the traveling public, and that here we find not only a great panorama of mountain range as the pavement runs, but a succession of interesting towns and cities—all brightening up and taking on new life because their houses, so to speak, have been set in order for visitors through the construction of a splendid highway. One would hardly believe that a modern road could lead to the re-discovery of a city, or rather, disclose to the city its own beauties and potential advantages, and yet, in a broad sense, that is precisely what has happened in this case.

The road is known officially as the Buffalo-Pittsburgh Highway. Once you get going on its unrivaled surface you will find its name shortened locally to the B-P Highway, or the B-P Trail—the trail



HOLSTEIN-FRIESAN CATTLE ON THE DAIRY FARM OF
SENATOR TANCHER, SALAMANCA, N. Y.

appendage coming down from the days when it was not a single trail but a group of trails through the virgin timber of Western Pennsylvania. Even now, it bears many of the features of its early history. Bruin, for example, still lives in the woods by the side of the road, and occasionally shuffles out on the pavement to sniff the air and learn, if he can, what all those shiny, fast running bugs on the road really are. There is no place in all this wide world, so far as he knows, that would warrant any such speed in travel. But then, he doesn't know about Pittsburgh or Buffalo, or the many interesting places enroute.



HERE THE ROAD TURNS TO THE RIGHT TO CROSS THE ALLEGHENY
RIVER OVER THE BUFFALO-PITTSBURGH HIGHWAY BRIDGE



BRADFORD, PENNSYLVANIA

An Oil Kingdom Ahead—Bradford the Capital

FROM Buffalo to Salamanca the road runs through a delightful farming country. At Bradford Junction, where the highway crosses the Allegheny river over the B-P bridge, the mountain ranges of Western Pennsylvania come into view. Derricks, half hidden by trees, will signal to you that you are entering an oil country—100 per cent pure, (that is, the oil)—and the chugging sounds that come from back in the woods will indicate where gasoline pumps are drawing oil from the earth.

Volumes of romantic adventure could be written on Bradford and the country which surrounds it. Imagine if you will a city being born with a heterogeneous population of fifty thousand souls, all in a struggling, maddened craze for sudden wealth, and you have a picture of Bradford as it was at the beginning of oil discoveries in this country. In the cauldron of the passing years it has been distilled into a refined, orderly little city of less than half its original population, but with its power for good in finance, manufacture, commerce, education and religious and civic affairs increased a thousand fold.

"Bradford," says Mr. D. W. Dean, editor of the Bradford Era, "lies at the heart of scenic splendors which, if less massive than the awesome Rockies and more ordered than the wild welter of





PARK IN THE HEART OF BRADFORD

the tropics, are unsurpassed in the world for vivid coloring, grace of outline and sense-soothing serenity. Picturesque, verdure clad mountains, fecund valleys and swiftly coursing streams dashing gaily through mysterious canyons contribute to a panorama that shifts with delightful swiftness and constant surprises before the view of the tourist who may have a few hours to spend upon the splendid network of hard surfaced roads of moderate grade which now thread the oil fields. Bradford also is center of the oil industry in Pennsylvania and metropolis of a field which after fifty years of operation, is still producing more than 3,000,000 barrels per year of the highest grade crude oil in the world.

"Bradford sang the cradle song of Petroleum in the early days of drilling and has contributed largely to the development of what is now one of the world's greatest and most essential industries. The local field is at present the most intensively and scientifically



BRADFORD AUTO CLUB WELCOMES TOURISTS

worked in the world and is responding with steadily increasing output. No major oil field is without its representation of former Bradford operators, and many of the great world captains of the industry received their primary schooling in this field. First hand, authoritative information in relation to all phases of the business from field to refined market is always available to inquirers and its various interesting processes, including the 'shooting' of wells, are open to inspection."

The people of Bradford have become so keenly alive to the benefits of modern highway transportation that they have achieved for their city and surrounding territory the unique distinction of rendering financial aid to highway development in a neighboring state. They did that by contributing to the state of New York \$90,000 to aid in securing better road and bridge facilities to the Pennsylvania state line at Bradford Junction. Besides, they have improved at their own expense under the leadership of the Bradford Board of Commerce, Interstate Parkway to Allegheny Park.

These, among other reasons, make it clear why Bradford is the commercial and manufacturing capital of the Northwestern Pennsylvania Oil kingdom. Its next and equally great distinction is that it is located on the B-P Highway, and that it opens the way to one of the finest playgrounds in the east—Allegheny State Park, located a few miles north and just across the New York and Pennsylvania state line. This park covers about 65,000 acres of the most delightful woodland country it will be your good fortune to strike and once in tune with its trout streams, shaded roads and mountain trails it isn't likely that you will be in any great hurry to depart.



B.-P. HIGHWAY LEADING OUT OF
BRADFORD EN ROUTE SOUTH



AT REST IN CAMP IN ALLEGHENY PARK

Side Runs in Allegheny Park

STATE and national playgrounds, the property of all the people, are becoming more accessible to a larger number of visitors each year. In this respect the B-P Highway serves the public well, for at Bradford it makes possible a delightful side run to Allegheny Park, a playground covering nearly 65,000 acres.

The park may be reached in a half hour run from Bradford. It is situated just across the New York and Pennsylvania state line, and once within its cooling shades the motorist may ride, camp, fish or swim to his heart's desire.



COOLING POOLS IN ALLEGHENY PARK

Down by Tally-Ho and Over Kinzua

ONE cannot travel anywhere, it seems, without crossing the trail of the Marquis de Lafayette and it was no surprise, to learn that he had been at Lafayette Corners, McKean County, Pennsylvania. He had come all the way from Philadelphia to inspect land which had been presented to him for services in the American Revolution, and he camped over night in the center of the tract. This is why we found Lafayette Township and Lafayette Corners—both on the B-P Highway.



KINZUA BRIDGE

Aside from this historical fact, which is related merely by way of incident, the traveler will discover a beautiful country, high and rolling, at an attitude of 2300 feet. Mt. Alton is nearby and Mt. Jewett may be seen seven miles away. To the right, bound south is Kinzua Bridge, one of the structural wonders of America. It spans a valley, more than half a mile across, and is well worth the short detour required to reach it.



LAFAYETTE CORNERS



KANE, PENNSYLVANIA

Crossing Pennsylvania's Roof Through Kane, the Mountain City

THE city in the distance, nestled among the trees, and having the appearance of a "prairie town," is Kane, in reality a mountain city, for it tops the crest of Pennsylvania's roof. It was named in honor of General Elisha Kent Kane, the arctic explorer, by General Thomas L. Kane, and aside from its position as a health resort it devotes its attention—or the people who live there, rather—to making glass among other things. The motorist may want to know, why glass. The answer is a peculiarly fine grade of sand adapted to that purpose, and inexpensive gas. Kane also makes brush handles, has a large silk mill, and a dozen of other plants that make things for folks everywhere.

Kane is located at the junction point of two main highways—the Roosevelt and the Buffalo-Pittsburgh. It has passed the age of the "red depot" and two trains a day to trans-state highways, with highway passenger lines and "all the trimmin's" of modern



WHERE EVERY LANDSCAPE PLEASES



WHERE LIFE FLOWS IN PASTORAL QUIETUDE
SCENES ON THE B-P HIGHWAY NEAR KANE



B-P HIGHWAY LEADING SOUTH FROM KANE

travel. A fine system of concrete roads enter the place and it is a question whether visiting motorists or the people who live there get the most enjoyment out of the beautiful country which surrounds it in motoring over its splendid highways.

One other point the visitor should know. Kane is the eastern gateway to the Allegheny National Forest, a great national park which will eventually comprise a million acres of forest land. The landscapes around Kane are the admiration of all beholders and are becoming better known to tourists each year. Its hotel facilities are excellent, and owing to its high, clear altitude, it is much frequented by those who are troubled with hay fever. In fact one no sooner strikes the crest of the hills than the impression of being far up toward the clouds is felt. The effect is one of freedom and exhilaration.

From Kane the road runs through Johnsonburg, a town which makes paper for many of our national publications, and from there on down through a chain of little valleys which skirt the Clarion river, to Ridgway where, if time is not pressing, you will be in no great haste to depart, for Ridgway is "The Gem City of the Alleghenies."



FOLKS IN KANE SAY
THEY CAN SEE THE
PYRAMIDS OF EGYPT
FROM THE B-P HIGH-
WAY BUT THIS
LOOKS LIKE A
PHOTOGRAPHIC
TRICK



RIDGWAY, PENNSYLVANIA

Under the Spell of Nature's Charm at Ridgway

YOU will, from a pioneer point of view, be on sacred ground when you come to Ridgway—sacred to the memory of men who felled the trees and cut the way to present day achievements. Whether these brawny monarchs of the forest in that earlier day knew to what extent the influence of their hard labors would extend into the succeeding century is a question. But that their influence does extend to the present hour, there can be no doubt. It is a part of the indestructible fibre of American life and history.

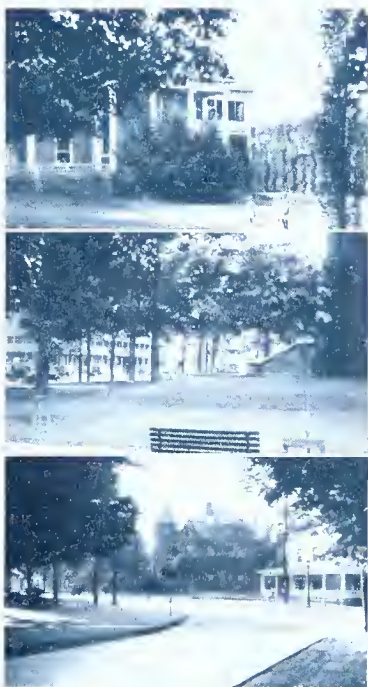
The road, as it enters Ridgway from the north, crosses a line of clattering railroad tracks, and winds along a street lined with factories. Not until we cross a small stream which runs down from the mountain, and, looking ahead, catch a glimpse of the leafy court house square, do we begin to realize that we are coming into a place out of the ordinary, that is, as cities of ten thousand or so population usually go. But as we turn the square we are soon under the spell of Nature's charm at Ridgway. To motorists who enter the city from the South, the road drops down over a long grade, and to the left there will open a view of crystallized waters in a miniature lake which affords one of the most pleasing scenes on the en-



A MOUNTAIN
STREAM COMES
TO TOWN



HOME OF HENRY S. THAYER, A MONARCH OF THE TIMBERED RANGE WHO WEARIES NOT IN EXTOLLING THE BEAUTIES OF RIDGWAY



AT TOP: RIDGWAY
LIBRARY; B-P HIGHWAY
ENTERING ON LEFT;
LOOKING BACK AS
ROAD LEADS SOUTH

tire route. Ridgway is a most striking example of what may be done in the way of enhancing the natural beauties of a town and its surroundings. Indeed, it will come as a pleased surprise to the traveler from the level plains of the middle west where room is room to find what can be done in these little valley towns that nestle along the water courses in the Allegheny region. Aside from the laying out of streets, there seems to be no particular beautification plan at Ridgway. Nature just "hopes out," as old time colored folks say, and yet it is pronounced by competent authority to be one of the most attractive little cities in America. Turning into its shaded avenues is like turning the pages of a richly illustrated book, that is to the motorist who is traveling in ease and untroubled spirit. When "all's well," of course, one sees better, and here is hoping that the traveler's sight will not be blurred when he comes to Ridgway.



BROCKWAY, PENNSYLVANIA

Down Beautiful Toby Valley to Brockway

FROM Ridgway down, the road passes along low hills and narrow valleys to Brockway. There is an indefinable charm about the landscape through which this section of the B-P Highway runs, and one could never tire of its changing artistry. Ten miles an hour is about the best you can do if you get all the beauty in motoring through Toby Valley. Even then, you may find yourself yearning to go back again, for there is always a chance that something new will shift into the picture. For example, a farmer may drive out in the field to gather pumpkins, which always makes a restful scene for any motorist,—barring car trouble—and again there is a chance that you may meet a group of laughing rollicking youngsters on their way from school, or some lad off yonder in the pasture driving cattle home at milking time.

All of these and countless other bits of rural detail go to make up a collection of unforgettable landscapes in Toby Valley.



FARM AND VILLAGE MADE ONE BY THE B-P HIGHWAY



AUTUMN FROSTS RETURN TO THE PUMPKIN PATCH
ON THE B-P HIGHWAY

And the road—B-P Highway—insures easy riding, as you will find. The Buffalo, Rochester & Pittsburgh, the Pennsylvania, Erie, Shawmut & Northern, the Pittsburgh & Shawmut, with eighteen passenger trains each day serve Brockway's railway needs. There is also located here a glass works that employs 200 people day and night, large coal operations, machine shops, ice cream factory, macaroni factory and a very large and modern clay and sewer pipe plant and other small industries. Brockway is surrounded by a splendid farming community and anyone looking for a manufacturing site should not fail to look it over.



MR. B. E. TAYLOR'S BANKING HOUSE AT BROADWAY—THE B-P
HIGHWAY TURNS HERE TO THE RIGHT GOING SOUTH



HOME OF B. E. TAYLOR, PRESIDENT OF THE BUFFALO-PITTSBURGH
HIGHWAY ASSOCIATION, BROCKWAY, PA.

A Lesson in Patient Leadership

BEFORE we depart from Brockway, this story must be told. Mr. B. E. Taylor is president of the B-P Highway Association which has done the seemingly impossible in giving America's two great steel producing cities a dependable highway connection over the mountain ranges of Western Pennsylvania. Mr. Taylor lives in Brockway. He is a straight thinker of dynamic force who never says "No, it can't be done," but does it.

If one were to happen in any of the executive offices of the big banks in Pittsburgh and were to mention Brockway, an almost instant rejoinder to the remark would be, "Why, that's Ben Taylor's town." Because, you see, he is president of the Citizens Banking and Trust Company in his own town, besides being an active force in a number of other corporations, in Pennsylvania and out, with a total capital far up in the millions. His record of achievement in the realm of good management is of such character that he has been called into the cabinet of Pennsylvania's new governor, the Honorable John S. Fisher, as Secretary of the Department of Property and Supplies, one of the most important and essential branches of state government.

The lesson to be gained from Mr. Taylor's kind of leadership is that the size of a town is no longer defined by its municipal limits, but by roads and the far-visioned character of the minds that are in it. Measured by this modern rule the town in which Mr. Taylor lives is a big town.



IN COOK FOREST—"GOD'S GREEN PINES, THE PIPES IN HEAVEN'S GREAT ORGAN"



DUBOIS, PENNSYLVANIA

Du Bois: Gateway to the Big Game Country; Metropolis of the Mountains

THERE will have to be a stop-over at DuBois—there is no getting away from that because it is the outfitting point for the Big Game Country, and the motoring tourist will want to know something about this wooded paradise, whether he has time to hunt or not. The Buffalo-Pittsburgh Highway Association was organized here and its bills are paid by Treasurer W. G. Brown, who tells us there are five hundred or more hunting lodges and camps located within accessible range around DuBois. Gorgeous foliage—unrivalled in its riot of autumn color—trout streams, elk, deer, bear, and smaller game of almost every description are here to thrill and delight the beholder.

DuBois is also a gateway to Cook Forest, which lies in a territory rich in Indian tradition—once occupied by the Senecas.



IN THE BIG GAME COUNTRY



WHERE THE B-P HIGHWAY ENTERS DUBOIS OVER A FOUNDATION
BUILT BY BEAVERS

This forest is the last remnant of "Penn's Woods" and a group of patriotic Pennsylvanians, working as the Cook Forest Association, are striving to preserve it as a state park.

In the workaday world DuBois occupies a commanding position as the principal railroad center between Pittsburgh and Buffalo, having large blast furnace, locomotive and car shops. It is the largest among the chain of smaller cities in Western Pennsylvania that have been rediscovered by the B-P Highway—rediscovered in the sense they now have the added advantages of dependable contact with each other and with their two industrial terminal points—Buffalo and Pittsburgh. Also because of its central location DuBois is the logical capital of midwestern Pennsylvania coal operations, is the largest wholesale distributing center and it carries on, as well, considerable manufacturing.

The Pennsylvania state nurseries and game sanctuary are located one hour east of DuBois, another interesting point for tourists, and one mile west on the Lakes-to-Sea may be found the fading trail of the first state road in western Pennsylvania. Where the B-P Highway enters DuBois from the north, the road bed rests upon the old dam built by beavers. The lake which was formed has long since disappeared and the spot, covering nearly 500 acres, is now called the Beaver Meadow.

While modern highways were rediscovering DuBois, progress was on the wing with the result that nearby is the emergency landing field for the New York-San Francisco air mail.

Romance—in fact, not fiction—will be met head-on at DuBois.



THE ROAD TO CLOUDLAND.
SCENE FROM M. I. MCCREIGHT'S HOME, AT DUBOIS, WITH LAKES TO THE SEA AND B-P HIGHWAYS IN FOREGROUND AND DISTANCE.

An Hour at a Wigwam

ONE of the delightful experiences vouchsafed to motorists — though not all for obvious reasons — who slow down at DuBois on the B-P Highway, is a visit to the wigwam of Tchanta Tanka, the top of which bears a guiding signal for the New York-San Francisco Air Mail flyers. He deals in wampum at the Deposit National Bank in DuBois, is one of the few of Pennsylvania's 'Old

Guard' in the banking business in which he has been active for forty years and to whose work much of the important coal and railroad development in the DuBois district is due.

Though he is not always accessible to tourists, if you should chance to meet him in connection with some civic transaction

and the fancy strikes him he may say 'come.' If he does, go, because you will wind up after a short run through forest depths at a wigwam which overlooks the hills around DuBois. You will find there, the war bonnets and coats of Chief Rain-in-the-Face and Flying Hawk, red stone pipes, beaded smoking pouches and wearing apparel of Red Cloud, Wanata, Iron Tail, American Horse, Lone Bear and other noted chieftains. In real life Tchanta Tanka, adopted son of the Sioux, is M. I. McCreight, Secretary of the B-P Highway Association, who lives at the crossing of the Lakes-to-Sea highway. Here converges the traffic of four railroads, two trunk line highways, three highway passenger lines, and the trans-continental airplane route. Here also was originated the Roosevelt Conservation Policy.



'TCHANTA-TANKA'S' WIGWAM, IN REALITY THE HOME OF M. I. MCCREIGHT, SECRETARY OF THE BUFFALO-PITTSBURGH HIGHWAY ASSOCIATION.



M. I. MCCREIGHT, AN ADOPTED SON OF THE SIOUX INDIANS, AND BEARING THE NAME OF TCHANTA TANKA.



THROUGH FOREST DEPTHS
PRIMEVAL TRAIL TO THE WIGWAM OF TCHANTA TANKA (M. I. MCCREIGHT)
AT DUBOIS, PA.



PUNXSUTAWNEY, PENNSYLVANIA

By River's Edge to Punxsutawney

ONE is scarcely out of the municipal limits of DuBois—bound south—before Nature again begins setting her canvas. On down the beautiful Mahoning, by river's edge, a succession of picturesque scenes unfold, with an oddly named yet historic and important city but a few miles distant. It is Punxsutawney, once the wigwams of the Shawnees and where, for a time, dwelt the noted Chief Tecumseh, and his brother, The Prophet, both of whom occupy not a few pages in early American history.

But as we wind along this river and come out over a high elevation, there will be found—not tepees—but smoking steam rising in clouds from railroad yards in the valley below—another reminder that aside from the modern highway pavement ahead, we are traveling in the present and not in the past.

Punxsutawney is an important center in the production of pig-iron, coal and coke, but from a tourist's point of view its surrounding landscapes overtop all else in travel interest.





COMMUNITY PARK AT MARION CENTER

Reflections at Marion Center

NO real, helpful trip is without its lesson, and we get a lesson at Marion Center. Beautiful name, beautiful country, and the village itself is typical of the many little unnumbered and oft-times unsung community capitals which go to make up so much of our American rural life. They haven't quite reached the Chamber of Commerce stage, or Kiwanis or Rotary Clubs, or some such organization which rallies round the luncheon table once a week to "keep the home fires burning." There is little need for that, because the home fires never go out—in our Marion Centers. But the lesson we get here is that no sooner are modern roads secured—such as the Buffalo-Pittsburgh Highway—

than village betterments begin to speed up. Playgrounds and community parks, such as the traveler will see here, will follow, and instead of life flowing away from our Marion Centers it flows back to them.



ROSEANGLE. ONCE MERELY A WIDE PLACE IN THE ROAD UNTIL THE B-P HIGHWAY WAS PAVED WITH CONCRETE

Resuming our journey in the spirit of these reflections we are prepared to note the beginning of beauty at Roseangle, once merely a wide place in the road to Indiana.



INDIANA, PENNSYLVANIA

Sighting the Spires of Indiana

FROM oil and gas to glass, then coal and still more coal, through lines of manufacturing that reach out from Nature's illimitable storehouse of basic material to meet the wide demands of industry, we come to one more center, possessing all of these basic activities, but to which may be added one more—education.

Whatever else Indiana, Pennsylvania, may be, it is an educational center, and nature has bestowed upon it a beautiful setting. This truth is evident the moment we catch a glimpse of its spires and note the contour of the hills and valleys that surround it. It is no surprise, therefore, to find that it is the home of a cultured people, and that the Honorable John S. Fisher, one of its most distinguished citizens is to occupy the high office of governor of Pennsylvania for the next four years. In his long period of public service as a state senator in Pennsylvania he has been a consistent advocate of good roads, and is now and has been for some time, one of the vice presidents of the Buffalo-Pittsburgh Highway Association.

There are good hotels, and you will no sooner check in, with a good meal and a brief rest, than you will want to do a little exploring on your own account. The beauty of Indiana's residential sections will supply the incentive for a leisurely ramble, and even the main thoroughfare which occupies the center of the city, is unusually attractive because of its width and roominess.

One thing that will not fail to impress you will be the number of automobiles parked in the center of the street. When you see them you will not wonder—if you ever did—why the pressure is becoming greater all the time for an ever-increasing mileage of such highways as the Buffalo-Pittsburgh over which we



THE RANGE BEYOND—LANDSCAPE VIEW FROM THE B-P HIGHWAY NEAR INDIANA



ABOVE: INDIANA HIGH SCHOOL
BELOW: AN ENTRANCE SCENE AT STATE NORMAL

have been motoring.

In browsing over a list of the business activities of Indiana while breakfasting on the customary toast and coffee, the amusing discovery was made that one of Indiana's boasted national activities is the making of horse-collars. You wouldn't believe it, to look at the line-up of automobiles in the streets, yet it is a fact, and the business is so large that the company operates its own tannery.

Educationally, Indiana's fame is as broad as the state, and has spread over Pennsylvania's boundaries into other states, for here is located Indiana State Normal School with the finest grounds and buildings and the largest attendance of any of Father Penn's Normal Schools. More than a thousand students, for the most part not resident here, and not reckoned in the town's population, are being educated in Indiana.

In addition to the State Normal School, Indiana has a Public



STREET SCENE IN INDIANA. GOV. FISHER'S RESIDENCE IN FOREGROUND

School System the equal of which, in point of equipment and curriculum, is seldom found outside of the large cities. In August, 1925, the new High School Building was opened, having been erected and equipped at a cost of approximately \$600,000.

In every way there is an attractiveness and welcoming spirit about Indiana that you will not soon forget.



FLOWERED WALKS ENHANCE THE NATURAL BEAUTY OF INDIANA



B-P HIGHWAY, PASSING BENNETT AND SONS FARM, BELOW INDIANA

Toward the Journey's End at Pittsburgh

FROM Indiana to Pittsburgh this trans-state highway with which we have now become so familiar, runs largely through a farming country, until the steel mill zone of the latter city is reached. The Conemaugh river, made famous by the Johnstown flood of almost forty years ago, is crossed at Blairsville.

Pittsburgh is entered from the east through Wilkensburg—and every motorist knows about Pittsburgh. In the interest of national economy and heeding the precepts of Mr. Hoover and that silent, thoughtful American in the White House, it is deemed unnecessary to use up any more ink and paper on Pittsburgh. It is already, and has been for many moons, a going concern.



Below Pittsburgh the B-P Highway extends toward West Virginia. Motorists bound south from Buffalo, the point from which we started—who desire to go east, may strike into either of those two great trans-continental highways, the Lincoln at Greensburg, or the National at Washington, Pa., a short distance below Pittsburgh. But by whatever route, the seeing traveler will discover that he is still motoring through Nature's gallery, and that beauty is everywhere if he will but look and travel with understanding.



COL. BURNS

MR. TAYLOR

MR. MCCREIGHT

The Road Itself—Its Builders and Their Vision

THE Buffalo-Pittsburgh Highway is an all-paved route, practically every mile of which is concrete, laid in accordance with the latest and best practice in highway engineering. It is built to stay, and the character of its surface, in rigidity and safety

combined, makes it a dependable all-weather route over which a continuous traffic moves unretarded and at a minimum power cost.

The problem of meeting excessive repairs and frequent reconstruction—twin plagues of the so-called inexpensive road—has been solved at the outset, for this highway has been designed to last through the next quarter of a century, or beyond 1970, thus insuring through the practical vision of its sponsors, a good investment for the

OFFICERS	
B. E. TAYLOR	PRESIDENT
<i>Brockway, Pa.</i>	
M. I. MCCREIGHT	SECRETARY
W. G. BROWN	TREASURER
<i>Du Bois, Pa.</i>	
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D. S. PERRY	<i>Buffalo, N. Y.</i>
COL. A. D. BURNS	<i>Bradford, Pa.</i>
E. H. WATKINS	<i>Kane, Pa.</i>
H. S. THAYER	<i>Ridgway, Pa.</i>
W. A. KEYS	<i>Brockway, Pa.</i>
J. C. BORLAND	<i>Falls Creek, Pa.</i>
J. R. OSBORN	<i>Du Bois, Pa.</i>
C. C. GADD	<i>Sykesville, Pa.</i>
C. H. IRVIN	<i>Big Run, Pa.</i>
G. C. BROWN	<i>Punxsutawney, Pa.</i>
J. H. JOHNSON	<i>Marion Center, Pa.</i>
HON. J. S. FISHER	<i>Indiana, Pa.</i>
T. C. NORTH	<i>Blairsville, Pa.</i>
H. F. BOVARD	<i>Greensburg, Pa.</i>
J. E. LAUGHLIN	<i>Pittsburgh, Pa.</i>

people, who through their leaders, would have none but the best.

The highway is frequently referred to as America's Industrial Broadway, due to the character of traffic which it serves. For example, it begins at the upper end in Western New York by supplying milk and dairy products to Buffalo, a product which must have a dependable daily service. Crossing into Pennsylvania, it begins at Bradford with oil and gas and clay products. At

Kane, health resort, farming, glass and other kinds of manufacturing; in the Ridgway region, lumber, wood working mills,



WHERE THE B-P HIGHWAY SERVES
INDUSTRY IN TOBY VALLEY,
NEAR BROCKWAY

with its farming, Indiana with still more coal and its social and educational life, and thence to Pittsburgh.

The road was built by the Department of Highways of the State of Pennsylvania. With the exception of a few points where grade crossings are to be raised or lowered, and where a few short stretches of macadam are yet to be replaced, the Buffalo-Pittsburgh Highway is functioning 100 per cent in minimum road repair cost, fuel requirements and reduced wear on motor vehicles. The result has been of incalculable value to the public, not in travel alone; but in the transport of heavy materials both used and produced in its territory. Before this highway was built, for example, oil operations were restricted by weather conditions. Now all such restrictions are removed and operations proceed with the attendant steady employment of labor, thus returning a benefit to labor and capital alike, and even to those who do not yet own that modern distributor of wealth—the automobile.

To the far-visioned members of the Buffalo-Pittsburgh High-

marine engines, snow plows, fine tool-making, and natural gas. At Brockway, it stimulates farming and new industries,—tile manufacturing being the most recent acquisition drawn there by this modern road. At DuBois, headquarters of the mid-Western Pennsylvania coal fields, it admirably meets the weight of traffic, and in like manner on down through Punxsutawney, with its shops and manufacturing, Marion Center



MEETING INDUSTRIAL NEEDS
NEAR DUBOIS, SHOPS IN
DISTANCE



THE B-P HIGHWAY IN SCHEDULED
PASSENGER SERVICE
NEAR BRADFORD

way Association the theory of light construction for light traffic meant nothing. They visualized two great industrial cities to be connected and threaded up with other manufacturing centers located in between, and acting upon the conviction that none but the best in construction would suffice, their aim has been achieved. Not wholly, no, for at this moment civic leaders along the line, under the inspiring leadership of their president, Mr. B. E. Taylor at Brockway, are working toward the development of feeder roads into this main route, thus extending still further the benefits of modern transportation as exemplified in the Buffalo-Pittsburgh Highway.



FREIGHTING ON THE B-P HIGHWAY NEAR INDIANA



IN THE DISTANCE, BRICKMAKING AT THE HANLY PLANT NEAR THE B-P HIGHWAY AT BRADFORD

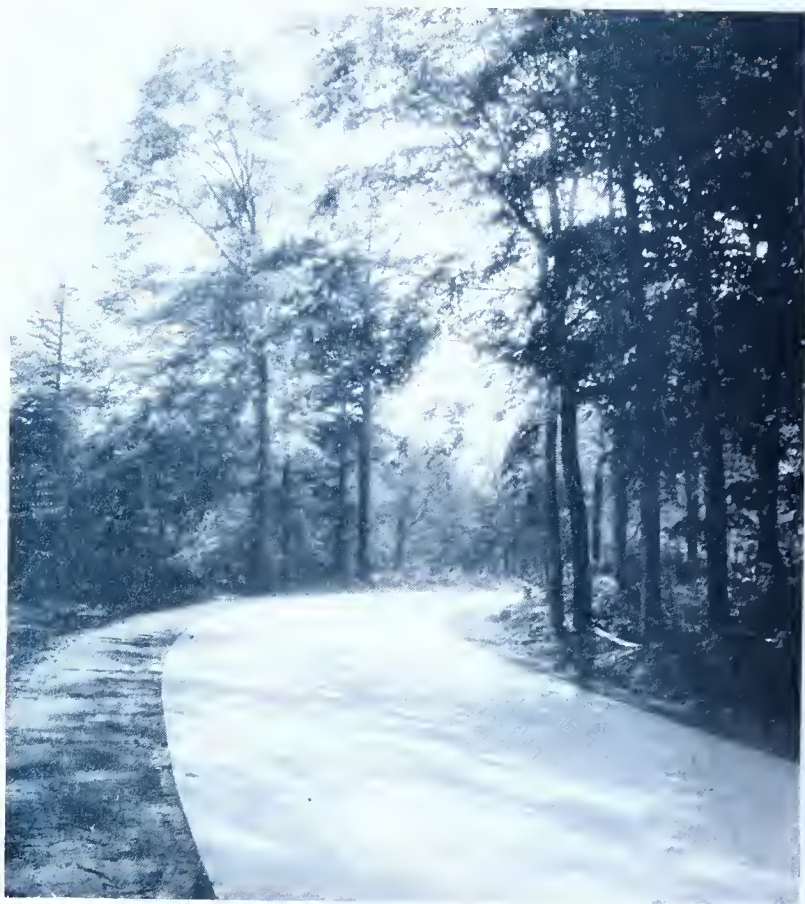
foremost steel producing cities adjacent to the Great Lakes will be even more apparent than now.



PRODUCING CHEMICALS ON THE B-P HIGHWAY AT LEWIS RUN, BELOW BRADFORD

So the road has been built as the traveler will see it today—built with a vision that other industries aside from those that are now there will be drawn over its entire length. More than that, it has been built for national defense, and and in time of crisis, should another ever come, the vision of its builders in providing a quick and dependable connection between the nation's two

In conclusion, this one point: To those who have the good fortune to spend vacation seasons in motor travel, the scenic regions of Western Pennsylvania—via the Buffalo-Pittsburgh Highway—are recommended for not one, but many trips. Whether in green robed Spring, flowered Summer, purpled Autumn, or snow mantled Winter, there is charm on the B-P Highway.



*And the Road Invites
You, Too. What More
Could Be Said?*

BUFFALO-PITTSBURGH HIGHWAY ASSOCIATION
DuBois, Pennsylvania